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Approved For Release 2003/09/29 : CIA-RDP63-00313A000600130062-4

COR-0579
21 August 1959

Copy 5 of 18

STAFF MEETING MINUTES - 18 August 1959

Personnel Present: Mr. Bissell
Col. Burke

[Redacted]

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[Redacted]

Mr. Paragoecky

25X1

Mr. Cunningham

[Redacted]

Mr. Klefer
Col. Geary

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[Redacted]

Mr. Rebar

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[Redacted]

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3. MOVEMENT OF J-75 AIRCRAFT - The movement of two U-2's with J-75 engines from Edwards to Adana was completed 15 August. At the same time, aircraft number 355, the last of the Rainbow configured planes, was ferried to Edwards. At the same time as the ferry operation was in progress, a spare J-75 engine and additional parts was shipped to Adana via C-124. A team from Edwards, consisting of test pilot, crew chief, chief engineer, auto-pilot, engine technician and [] are now at Adana to conduct the J-75 transition training.

At the moment there is no firm operational mission profile for the J-75. There are, however, some good conservative ones and we are approaching a firm curve. It is expected that a curve will be realized during the test hopping at Base B by [] Lockheed test pilot.

4. TEST STATUS BOARD - The following is the status of the aircraft at Edwards:

Number 343: [] auto-pilot tests.
Number 342: J-75 engine change.
Number 360: Assembly and miscellaneous J-75 tests (plan send this aircraft to Detachment C.)
Number 355: IRAN

It is planned to hold Number 352 (which is the fifth in the J-75 pipeline) at Edwards with Number 342 designated a backup aircraft for the Detachment.

Recapitulation: 2 at Detachment B
2 at Edwards Air Force Base
1 at Detachment C

There are 12 engines on hand.

It was determined that no action should be taken to cut pieces for a sixth aircraft.

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Five tracker malfunctions due to switch failures were experienced. [] indicated that two Perkin-Elmer technicians have been assigned, one to each site, to help improve trackers. Mr. Bissell requested that action be taken to secure Dr. Rod Scott's official malfunction record pointing out the contrast between the tracker and B camera in that the tracker showed high reliability at the beginning and then slipped and continued to slip, whereas the B camera shows a long steady climb to excellent reliability. Mr. Bissell feels a post mortem from Dr. Rod Scott is indicated.

As a result of an accident at Del Rio in the fuel sensing line, LAC sent an advisory to all Detachment grounding the aircraft until new lines could be installed. Pratt-Whitney, however, did not feel that there was a real problem area here and that installation of brackets to prevent vibration would prevent failure. The problem was that there would be no relight in event of flame-out due to choked fuel lines. The Project had experienced no malfunction in this connection but FOG had five. Based on the FW bulletin, brackets were installed and all aircraft are in commission.

6. DUAL SEAT PACK - Kelly Johnson has forwarded a letter to Project Headquarters providing diagrams and costs for a new dual seat pack. It is felt that in view of the fact we have a good dual regulator, the time has come to modernize the seat pack. The program has not been previously budgeted. Operations has been charged with making recommendations regarding the item.

ACTION: []

9. BUDGET REDUCTIONS - Mr. Bissell announced that a meeting will be held this week in his office to effect budget reduction. He specifically wants to discuss operating costs in CHALICE and Air Section activities. It was noted that the assumption of Air Force personnel as detailees would necessarily increase the budget over last year. CORONA and GUSTO will not be discussed in this session.

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A specific request was placed by Mr. Rissell for assurance that the film reserve figure appearing in the CHALLENGE budget was entirely justified. The meeting is set for 1200, 19 August. Representatives from Contracts, Development Branch, Material, Finance and Administration will take part in the meeting.

10. CORONA - The following information was provided on the last flight:

- A. The orbital performance was better than normal.
- B. Film worked on the first pass and broke on the second.
- C. Separation took place but it is presumed that pins failed to fire due to a battery failure at 50,000 feet and the capsule ended up in the ocean. The following changes are in progress to correct the above:

- A. A nose cone will be painted black to add heat which in turn will add battery performance.
- B. A tougher film will be used in the next shot.

A progress review meeting will be held 25 August preceded by a meeting on ARGON on 24 August. Both meetings will be held in Washington. The next flight, after that scheduled for 19 August, is 1 September (Number 9004). Mr. Rissell indicated he will seek approval for it prior to the President's departure for Europe 26 August.

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Mr. Kelly reported that a study is being made of the costs and profit margin of Lockheed. For details, see WPD-5429-59, dated 10 August.

11. GUSTO - A decision is expected on 20 August regarding GUSTO.

12. ARGON - The meeting on 24 August will cover the camera area and autometrics. Meetings are in progress at the Pentagon between Lockheed and the Army covering above aspects.

Mr. Kiefer reported that last week a review of the DISCOVERER at Bell took place with the next reviews scheduled for Douglas and Lockheed.

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CONCUR:

WILLIAM BURKE
COLONEL, USAF
Acting Chief, DPD

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